

**Amendments to the Specification:**

Please replace paragraph [0001] with the following amended paragraph:

[0001] Priority is claimed to German Patent Application No. DE 102 49 263.8-45, filed October 23, 2002, ~~the entire disclosure of which is incorporated by reference herein.~~

Please replace paragraph [0007] with the following amended paragraph:

[0007] In the "the summer situation S," not only does a high outside temperature prevail, but also, in particular, a high level of incident sunlight. The heat radiated into the vehicle forms the lion's share of the heat added to the thermal balance inside the vehicle. To reduce incident sunlight, the glass is typically shaded on the inside. For reasons of comfort, self-shading glazing is also used nowadays. It functions completely without the need for mechanical shading devices such as blinds or sliding panels.

Please replace paragraph [0008] with the following amended paragraph:

[0008] Self-shading glazings operate by reducing transparency by increasing light absorption, thereby darkening the vehicle interior. They are used as protection against glare and heat. Self-darkening glass or laminated glass is used for self-shading glazings, usually electrochrome glass or glass with SPD (suspended particle device) films. In both cases, the transmission of light is switched from bright transmission to dark transmission through an external electrical pulse. As used herein, "bright transmission" of a glazing refers to the percentage of incident light transmitted through the glazing in an undarkened state, and "dark transmission" of a glazing refers to the percentage of incident light transmitted through the glazing in a darkened state. The structure and function of SPD films according to the definition of the species are known, for example, from European Patent Document EP 0 551 138 B1. The structure and function of electrochrome glass or laminate glass according to the definition of the species are known, for example, from European Patent Document EP 0 408 427 A1 and European Patent Document EP 0 470 597 A2.

Please replace paragraph [0010] with the following amended paragraph:

[0010] A system that makes it possible to increase thermal comfort in passenger aircraft in the case of low outside temperatures or cold surrounding surfaces is known from German Unexamined Patent Application DE-OS 100 27 925, ~~which is incorporated by reference herein~~. This is accomplished by applying to the inner wall of the cabin a low-emission or LE layer that is suitable for reflecting the infrared radiation, or the thermal radiation, back into the interior. The LE layer is preferably made of a doped and conductive tin oxide (SnO) material. This system does not take into account the summer situation.

Please replace paragraph [0014] with the following amended paragraph:

[0014] For the use of self-shading glazings in vehicles, the bright transmission should preferably be higher than approximately 20 percent (i.e., more than approximately 20 percent of incident light is transmitted through the glazing in an undarkened state of the glazing) and the dark transmission preferably lower than approximately 5 percent (i.e., less than 5 percent of incident light is transmitted through the glazing in a darkened state of the glazing). Maximum differences between bright and dark transmission are desired for road vehicles, in particular passenger cars, trucks, and busses. The bright transmission is preferably higher than 30 percent and the dark transmission lower than 2 percent. In comparison, the transmission of a normal glass used in typical applications is around 80 percent.

Please replace paragraph [0015] with the following amended paragraph:

[0015] These optical requirements are generally met by electrochrome glass and laminated glass as well as by glass to which SPD films have been applied. The term "glass" includes both silicate glass, such as window glass, and glass made of polymers, such as ~~Plexiglas~~ PLEXIGLAS (polymethylmethacrylate) or polycarbonate glass.